



SECTION III

PROJECT SELECTION AND PROGRAMMING

PROHIBITING THE USE OF DATA AS EVIDENCE

The Federal-Aid Highway Act of 1987 provides that reports, surveys, schedules, lists or data compiled for the purpose of developing highway safety improvements shall not be admitted into evidence in federal or state courts.

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM (HBRRP) *PROJECT SELECTION*

Project selection is the prerogative of the local agency. MoDOT personnel will be available to advise and assist in project estimating and selection, if desired. Local agencies that are part of a local planning agency are required to submit their project selection to the MPO for review and approval. The following listing includes the type of eligible bridge projects that may be selected by the local agency:

1. Replacement or full rehabilitation of eligible structures from MoDOT's eligible bridge list.
2. Seismic retrofitting of deficient as well as non-deficient bridges to comply with current seismic standards.
3. Complete blast-cleaning and repainting of structural steel for a deficient bridge where the existing paint is approaching failed condition (10% or greater overall rusting per SSPC VIS Std. No. 2). To be eligible, the preparation and three-coat paint system shall be in conformance with MoDOT Std. Spec. 712. The manufacturer's system must be on MoDOT's approved list. The cost of associated structural repairs which are insufficient in scope to be classified as a full rehabilitation to remove all deficiencies in the bridge are considered to be nonparticipating.

The bridge to be replaced or rehabilitated must be on MoDOT's eligible list for funding. The MoDOT eligible list is compiled by screening deficient local bridges in the state for additional program funding limitations that apply to local agency bridges. MoDOT's eligible list will indicate whether the bridge is considered eligible for replacement (full funding) or only rehabilitation (partial funding), based on the existing inventory and inspection data. The proposed rehabilitation work must eliminate the items that caused the bridge to be identified as deficient. Ratings for bridges within the local agency will be furnished by the state indicating whether the bridge is eligible for replacement or rehabilitation.

Under certain conditions, it may be possible to eliminate a deficient bridge and to provide the desired service by constructing roadway instead of a new bridge. Such projects will generally be eligible. A definite determination can be obtained if the local agency submits a schematic sketch showing the factors involved.



SECTION III

PROJECT SELECTION AND PROGRAMMING

The local agency may also use their allocation of HBRRP funds to replace existing low water crossings at locations that are not included on the bridge inventory. The low water crossing must be replaced with a new all-weather bridge meeting all requirements of the LPA Manual for Bridge Replacement. Section 123(d) of the 1987 Surface Transportation and Uniform Relocation Assistance Act (STURAA) allows for the use of HBRRP funds to construct a new bridge to replace low water crossings that are not classified as bridges and are therefore not eligible to be added to the National Bridge inventory. The interpretation is that the replacement structure should not only meet the traditional definition of a bridge (20 foot length, etc.) but should also significantly improve the overtopping frequency of the facility, thus improving safety. Due to this interpretation, the roadway leading to the new bridge must also be improved to the ten-year flood elevation, therefore these types of projects often include lengthy roadbed work and are often cost prohibitive.

Bridges will not be eligible for selection to use HBRRP funding if they were replaced or had major rehabilitation within 10 years of the planned new construction date. The FHWA 10-year rule applies regardless of the source of funds (local, state, federal, etc.) that were used to replace or reconstruct the bridge.

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM PROGRAMMING

Once a bridge has been selected for programming, the local agency should contact the MoDOT Representative to initiate project programming by completing a Programming Data Form ([Figure III-1-1](#)). Local agencies that are in the St. Louis MPO may submit their TIP application in place of the Programming Data Form. This form, with a letter signed by the local agency's officials requesting the project to be programmed, will initiate a series of checks by MoDOT to review eligibility. The programming data form requires an estimate of costs for which federal participation is desired. The estimated cost of the project should include a breakdown into categories of preliminary engineering, right-of-way, utility adjustments, roadway, bridges, or inspection. Average daily traffic for both the current year and design year (20-year) must be included. The number and width of existing and proposed traffic lanes must be indicated along with present and proposed parking conditions. A scope of engineering services (if available) and for projects involving more than 2 lanes, a traffic flow diagram should be submitted along with the Programming Data Form. Local agencies that are in a MPO must include the TIP Number.

To be eligible for federal funding, proposed design improvements listed on the Programming Data form must be in accordance with the design criteria listed in [Figure VIII-1-1](#) for the appropriate functional classification and ADT. Proposed design improvements not in accordance with this criterion must be justified with a design variance request (see [Figure VIII-2-1](#)). Additional instructions for completion of the Programming Data form as shown in [Figure III-1-1](#) are provided in [Figure III-1-2](#).

After the project has been reviewed for eligibility, the local agency will be notified when they can begin preliminary engineering. MoDOT will also provide the local agency with a project number and the design criteria to be used for the project.



SECTION III

PROJECT SELECTION AND PROGRAMMING

The local agency should determine at this stage who will, if needed, perform the various functions of work in developing the project. The consultant contract should be initiated at this time. The program agreement between the local agency and the Missouri Highway and Transportation Commission will also be initiated by the MoDOT representative at this stage.

Most projects will qualify for the classification of "categorical exclusion". To request the categorical exclusion, the CE-2 form (see [Section IV](#)) shall be filled out and submitted to MoDOT for review and approval. Some projects can receive a programmatic categorical exclusion. A detailed explanation of the CE process is available in [Section IV](#) of this manual.

If any work is to be performed by a consultant, it will also be necessary to obtain approval of the contract between the local agency and the consultant before work is eligible for federal reimbursement (See [Section VI](#)). Any work performed before the federal authorization date will not be eligible for reimbursement. MoDOT will notify the local agency when preliminary engineering authorization has been approved. If the local agency will be performing their own preliminary engineering and would like to receive federal reimbursement, they must submit a cost estimate to MoDOT for review and approval.

All local agencies have prioritized their respective programmed projects, and their priorities have been placed into the Statewide Transportation Improvement Program (STIP). If a local agency elects to alter their priorities, they must submit a letter to MoDOT stating their revised priorities and the letter must be signed by all county commissioners or city officials. This is to protect changes in political climate from altering the priorities of the local agency, and to provide for an efficient program. For those local agencies within the jurisdiction of an MPO, the agency must notify the MPO of any change in project priorities or schedules.

STP-URBAN PROJECT SELECTION

For projects involving roadway improvements to be eligible for selection under the STP-Urban program, the route must be functionally classified as an urban collector, rural major collector, arterial, or expressway. Bridges meeting the eligibility requirements discussed below are not restricted to these routes and may be located on any public road. However, if the bridge is located on a route not on the federal-aid system, federal funding for roadway improvements will be limited to the attainable touchdown point as discussed for HBRRP funding in [Section I](#).

Projects for improvements that utilize STP-Urban Funds are to be selected by the appropriate local agency officials with the concurrence of MoDOT. Local agencies that are part of a local planning agency are required to submit their project selection to the MPO.

Prior to submitting the projects to MoDOT for programming, the local agency should submit a location sketch of the proposed project and ensure that the route has the proper functional classification. For cities that are part of a MPO, the project must be on the TIP.



SECTION III

PROJECT SELECTION AND PROGRAMMING

Types of projects may include new construction, reconstruction and upgrading. Projects classified as maintenance are not permitted. Resurfacing of existing streets is generally permissible, both to restore a smooth riding surface or to increase the load carrying capabilities of the street. The design of pavement rehabilitation projects shall provide a performance period of at least five years. Patching, minor pavement repairs, undersealing, etc., are permitted only as a necessary part of restoration for resurfacing. Funds may be used to change from mercury vapor luminaries to high-pressure sodium vapor luminaries as an energy conserving measure.

The following listing indicates the categories of bridge improvement projects considered eligible to be selected for STP-URBAN funding:

1. Replacement or full Rehabilitation (addressing all bridge deficiencies) for deficient bridges from MoDOT's eligible list for HBRRP funding.
2. Seismic Retrofitting of deficient as well as non-deficient bridges to comply with current seismic standards.
3. Complete repainting of structural steel for a deficient or non-deficient bridge where the existing paint system is approaching a failed condition (10% or greater overall rusting per SSPC VIS Std. No. 2) . Stipulations and limitations as discussed in item 3 concerning bridge project selection for the HBRRP Program also apply.
4. Complete upgrading of traffic safety railing features for a bridge to comply with the current requirements of [Section VIII](#). Project must address safety of both bridge railing and related approach roadway guardrail features.
5. Replacement of existing cross-roadway drainage features not on the bridge inventory with an appropriate replacement structure or bridge (Only available for routes on the federal-aid system).
6. New bridge construction required for construction of new approved corridors of federal-aid system routes.
7. Widening of non-deficient bridges to accommodate the widening and upgrading of routes on the federal-aid system.

STP-Urban funds may be used for the construction of preferential bus lanes, turnouts and loading facilities for buses and fringe and corridor transportation parking facilities. The construction of parking facilities to replace on-street parking is eligible in areas where the improvement of the street would not be possible without removing on-street parking and where insufficient off-street parking exists. Funds may be used to acquire vans for vanpool demonstration projects. However, this is permitted on a loan basis only and the funds must be repaid through user revenues.



SECTION III

PROJECT SELECTION AND PROGRAMMING

The construction of bicycle trails and pedestrian walkways on the highway right-of-way is eligible for federal participation, either as an integral part of a construction project or as an independent project. For further information, refer to the *MoDOT General Pedestrian and Bicycle Guide* on MoDOT's web site at <http://www.modot.state.mo.us/info/bikeped>.

STP-URBAN PROJECT PROGRAMMING

Prior to charging any survey, design or other work against any federal-aid project, the project must first be programmed and approved. Programming of all projects will be initiated by the local agency by submitting the location (with sketch), Programming Data Form ([Figure III-1-1](#)), and a scope of engineering services (if available) to MoDOT. For projects involving more than 2 lanes, a traffic flow diagram should be submitted along with the Programming Data Form. Local agencies that are in the St. Louis MPO may submit their TIP application in place of the Programming Data Form. (Notes regarding completion of the Programming Data Form are provided in [Figure III-1-2](#)).

The programming data form requires an estimate of costs for which federal participation is desired. The estimated cost of the project should include a breakdown into categories of preliminary engineering, right-of-way, utility adjustments, roadway, bridges, or inspection. Average daily traffic for both the current year and design year (20-year) must be included. The number and width of existing and proposed traffic lanes must be indicated along with present and proposed parking conditions.

Warrants for traffic signals, if applicable, shall be checked by the local agency at the time program information is submitted. Signal installation should not be programmed if current traffic conditions do not warrant as required by the Manual on Uniform Traffic Control Devices (MUTCD).

MoDOT will obtain the necessary input from both the Regional Planning Commission and the State Clearinghouse under the Missouri State and Local Review Process. For any project located within the urbanized limits of one of the metropolitan planning organizations (St. Louis, Kansas City, Columbia, Joplin, St. Joseph or Springfield), the local agency shall ensure that the project is included in the Transportation Improvement Program.

If the project appears to have no significant environmental impact, a categorical exclusion determination (CE-2 form) should be submitted at the time of programming. If the project does not qualify for a categorical exclusion additional environmental documentation will be required (see [Section IV](#)).

After the project has been reviewed for eligibility, the local agency will be notified when they can begin preliminary engineering. MoDOT will also provide the local agency with a project number and the design criteria to be used for the project.

If any work is to be performed by a consultant, it will also be necessary to obtain approval of the contract between the local agency and the consultant before work is eligible for federal



SECTION III

PROJECT SELECTION AND PROGRAMMING

reimbursement. **Any work performed before the federal authorization date will not be eligible for reimbursement.** MoDOT will notify the local agency when preliminary engineering authorization has been approved. If the local agency will be performing their own preliminary engineering and would like to receive federal reimbursement, they must submit a cost estimate to MoDOT for review and approval.

Preliminary engineering authorization will enable the local agency to receive reimbursement for charges incurred for preliminary engineering and miscellaneous right-of-way charges, such as title search and preliminary right-of-way estimates necessary to determine a proper location and design. Work performed by a consulting engineer requires prior approval of the consultant contract by MoDOT (See [Section VI](#)). Approvals for right-of-way acquisition must be acquired separately. Right-of-way acquisition should be in accordance with the LPA Land Acquisition Manual.

STP- TRANSPORTATION ENHANCEMENT PROGRAM

Federal requirements concerning STP-Transportation Enhancement Program are quite extensive. Detailed procedures are contained in the Transportation Enhancement Funds Program Booklet, published separately from this manual. Copies are available at the district offices of MoDOT.

Renovation work utilizing STP-Enhancement funds for bridges that will be open to vehicular traffic upon project completion must conform to the submittal processes and requirements for full bridge rehabilitation discussed in [Section VIII](#).

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) *PROJECT SELECTION*

Projects eligible for selection using CMAQ funds must indicate that the project will have a demonstrated effect on reducing emissions.

Projects for improvements that utilize CMAQ Funds are to be selected by the appropriate local agency officials and submitted to the MPO for selection and to be added to the TIP.

CMAQ *PROJECT PROGRAMMING*

Roadway Type Projects

Prior to charging any survey, design or other work against any federal-aid project, the project must first be programmed and approved. Programming of all projects will be initiated by the local agency by submitting the location (with sketch), Programming Data Form ([Figure III-1](#)), and a scope of engineering services (if available) to MoDOT. For projects involving more than 2 lanes, a traffic flow diagram should be submitted along with the Programming Data Form. Local agencies that are in the St. Louis MPO may submit their TIP application in place of the Programming Data Form.



SECTION III

PROJECT SELECTION AND PROGRAMMING

The programming data form requires an estimate of costs for which federal participation is desired. The estimated cost of the project should include a breakdown into categories of preliminary engineering, right-of-way, utility adjustments, roadway, bridges, or inspection. Average daily traffic for both the current year and design year (20-year) must be included. The number and width of existing and proposed traffic lanes must be indicated along with present and proposed parking conditions.

Warrants for traffic signals, if applicable, shall be checked by the local agency at the time program information is submitted. Signal installation should not be programmed if current traffic conditions do not warrant as required by the Manual on Uniform Traffic Control Devices (MUTCD).

MoDOT will obtain the necessary input from the State Clearinghouse under the Missouri State and Local Review Process. The local agency shall ensure that the project is included in the Transportation Improvement Program.

If the project appears to have no significant environmental impact, a categorical exclusion determination (CE-2 form) should be submitted at the time of programming. If the project does not qualify for a categorical exclusion additional environmental documentation will be required (see [Section IV](#)).

After the project has been reviewed for eligibility, the local agency will be notified when they can begin preliminary engineering. MoDOT will also provide the local agency with a project number and the design criteria to be used for the project.

If any work is to be performed by a consultant, it will also be necessary to obtain approval of the contract between the local agency and the consultant before work is eligible for federal reimbursement. Any work performed before the federal authorization date will not be eligible for reimbursement. MoDOT will notify the local agency when preliminary engineering authorization has been approved. If the local agency will be performing their own preliminary engineering and would like to receive federal reimbursement, they must submit a cost estimate to MoDOT for review and approval.

Preliminary engineering authorization will enable the local agency to receive reimbursement for charges incurred for preliminary engineering and miscellaneous right-of-way charges, such as title search and preliminary right-of-way estimates necessary to determine a proper location and design. Work performed by a consulting engineer requires prior approval of the consultant contract by MoDOT (See [Section VI](#)). Approvals for right-of-way acquisition must be acquired separately. Right-of-way acquisition should be in accordance with the LPA Land Acquisition Manual.

Non-Roadway Type Projects

Prior to the purchase of any item or the charging any work against any federal-aid project, the project must first be programmed and approved. Programming of all projects will be initiated by the local agency by submitting a copy of the TIP application to MoDOT.



SECTION III

PROJECT SELECTION AND PROGRAMMING

MoDOT will obtain the necessary input from the State Clearinghouse under the Missouri State and Local Review Process. The local agency shall ensure that the project is included in the Transportation Improvement Program.

MoDOT will notify the local agency when project authorization has been obtained. Any work performed before the federal authorization date will not be eligible for reimbursement. If any work is to be performed by a consultant, it will also be necessary to obtain approval of the contract between the local agency and consultant before this work is eligible.

ACCESS TO CORPS OF ENGINEERS LAKES *PROJECT SELECTION/PROGRAMMING*

Projects must meet all of the following requirements to be eligible for Federal Funds under this program:

1. Provide direct access to a Corps of Engineers Reservoir (must actually touch Corps of Engineers boundary).
2. Owned and/or maintained by a County or City in the State of Missouri.
3. Lead to a Corps of Engineers, State, City, or County operated public recreation area listed in Corps of Engineers Natural Resources Management System (NRMS) database.
4. County or City must fund at least 20 percent of the project cost.
5. Construction of the project must be started in a timely manner.
6. Project must not cause any adverse environmental impacts.
7. County/City agrees to accept maintenance responsibilities of the improved road upon completion of the project.

Projects are selected and programmed using the following criteria: provide reasonable geographic distribution of funds among eligible projects across the state; visitation of recreation area served by road; ratio of the cost of the road project per visitor served; number of recreation facilities served; maximum federal funding set at \$500,000; condition of road; and the local share contribution.